

17 February 2023

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. The Management of Twisted Metal Mayhem will use the most current dated rules for competition and protest purposes, in the event of updates or changes to the rules, the date and revision number on the rules will be updated. All versions before the most current date at the top of the rules will be obsolete.

COMPETITION RULES

- DOT approved helmet, eye protection, gloves, long sleeve shirt, long pants and closed toe shoes are required. Wearing a neck brace and a fire suit is highly recommended.
- Drivers must remain in the vehicle with helmet, seatbelt on until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.
- **No hot rodding in the pits.** Keep it at an idle, this includes entering and exiting the arena.
- Any open door will be cause disqualification, a fire will be cause for disqualification.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show, put one on for them!

- You must make **AGGRESSIVE HIT** every 60 seconds or at the officials discretion.
- You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.
- Only team driving allowed is in the team event, team driving will not be tolerated in the other two classes.
- **THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- All cars are subject to a post race inspection before any prize money is awarded.
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.

Any questions, **CALL FIRST.** Don't assume anything. **The Officials decision is final.** Any tech questions call Mike Crandall 254-291-9993

FULL SIZE PRO STOCK RULES

GENERAL PREPARATION

- All glass, plastic and pot metal must be removed.
- Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc. No added weight to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seat must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- Coolant must be drained and water added to radiator.
- NO all black cars, dark cars must have contrasting letter/numbers. DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

DO NOT READ INTO THE RULES, JUST READ THE RULES!!!
There are no gray areas. If it doesn't say you can, **YOU CAN'T** or you will be loaded, your choice.

Any year Full size, **EXCEPT No Imperials and Imperial sub frames, no 1969 OR OLDER Lincolns, no Hearses, no limos, no trucks, no mini vans or AWD's allowed.**

Body component must be direct bolt up only, **no shorting of body panels or core support. Core support mounts must remain in factory position, core support will remain upright.** Hood must be 100% in stock location. No sedagons, **ZERO** crease enhancement, **ZERO** sheet metal or frame shaping, forming or folding, **anything**

deemed as enhancement will be cut, Anything can be removed, NOTHING can be added other than what is allowed in the rules!!!

BODY

Body mounts and spacers to remain stock and in place. If they are broken or rusted out, you may run two strands of #9 wire through the body and frame. **No body bolt changing other than what is outlined in the rules. DO NOT EVEN TOUCH THEM, if the body mounts appear to have been touched you will be loaded.** If the floor boards are completely rusted through (there has to be a actual hole there and must be able to see there was a hole there) you may patch them with the same thickness metal 20 gauge max thickness. The repair can overlap the hole by one inch max, you can secure the repair with a 1" weld every six inches around the perimeter of the repair. This for the floor boards only, no trunk or body panels are allowed to be repaired. If more is done than allowed you will remove what we deem excess.

You may change a total of 8 body bolts out, with 5/8"x 24" long threaded rod max with 3 nuts, 3-5/8" store bought washers and 3-5"x5" 1/4" thick plates per rod. Must be straight vertical rod only, no bends or angle pieces. Must have 1 inch rubber or metal spacer no larger than stock body pucks and all bottom nuts must be inside frame. Threaded rods/bolts must be straight and vertical, no bends or angle pieces, zero welding the rod to body or frame to mount the rod. Bottom nuts and washers must be inside frame rail.

If you choose to change your core support mounts with 2 of your threaded rods, you can use 3/4"x24" threaded rod. You get 3-5"x5" 1/4" thick plates, 7-3/4" nuts, 7-3"OD max 1/8" thick washers per threaded rod **CORE SUPPORT ONLY**. If core support bolts are changed, this will count for 2 of your 8 mounts.

You may add a spacer 3" long and no more than 2" outside diameter core support spacer. **This means 3" of space total, not 3" of tube plus pucks, other nuts, washers etc. Tubes, allowable nuts, washers and plates cannot be welded to the frame or core support. Allowable washers and plates if used with the spacers can be welded to the spacer and will not exceed the 3" of total space, if you are over the 3" total space or anything is welded to the frame or core support, the spacer will be cut completely out.**

If the inspector's feel that the car has been tilted or bent, you will be loaded. Be careful before you think about pressuring or trying to bend.

Drivers side door seams are allowed 16" of weld per **vertical seam only**. Passenger side door seams are allowed 10" of weld per **vertical seam only**, 2" wide x 1/8" thick max strap.

#9 wire or chain required in front windshield for driver protection, not reinforcement.

#9 wire-Fresh cars

One place per window opening in the center, two wraps, four strand twist with one 3/8" bolt in the twist loop. You may tack weld a 1" ID washer with four 1/2" tack welds for the holes for the #9 wire.

#9 wire Pre ran cars

10 spots, two wraps, four strand twist for repair only. There is no more unlimited #9 wire for repairs. You may tack weld a 1" ID washer with four 1/2" tack welds for the holes for the #9 wire.

HOOD

Hoods can be secured shut (not including your two core support rods) in 4 places with 2 strands of #9 wire, you may tack weld a 1" ID washer with four 1/2" tack welds for the holes for the #9 wire, #9 is sheet metal to sheet metal only. Hoods also get one hood clip set 3" long 2"x2"x3/16" with one 1/2" bolt and nut per set, these can only be welded to the top side of the hood and fender and to sheet metal only. Must have a hole in each half of the hood for safety, header holes count. You can use a total of 10 store bought 3/8" bolts, washers and nuts to bolt the hood bracing and sheet metal together for the two holes. Hardware cannot be welded to the hood or bracing.

TRUNK

Trunks can be tucked with one 90 degree bend and fastened in one of two ways, you may choose the wire or weld method, but not both

1. Fasten the trunk sheet metal to sheet metal in six places with #9 wire, you may tack weld a 1" ID washer with four 1/2" tack welds for the holes for the #9 wire.
2. You may use twelve 1x2x1/8" straps plus two places with #9 wire. These 12 straps may only connect from the trunk lid to the top of the quarter panel four straps per side and the remaining four straps from the trunk lid to the speaker deck.

Nothing beyond the tuck, inside the trunk or in the taillight area. Trunks may be fastened before coming through tech but will have 10" hole cut for inspection.

Frames

NO **welding** or **frame shaping** allowed. You may dimple your rear frame rails in one spot per rear frame rail.

You are allowed a total of four patch plates 4x4x1/4", two per rail. Plates cannot be cut down to make extra plates, that includes if you trim the plate for fitting purposes. The only manipulation that you can do to the plates is a taco bend.

There are no grey areas, inspectors have the final decision.

SUSPENSION

No suspension modifications allowed. Must remain strictly stock. **ZERO** aftermarket parts. You may swap springs to a stiffer OEM passenger car spring, but front springs used in the front and rear springs in the rear no swapping, **No truck springs allowed.** You may change the upper A-arms on fords to stamped steel from the cast A-arms, but must be mounted in factory location using factory hardware. **No solid or modified struts or shocks. No watts link conversions, factory mounting for rear control arms and or leaf springs will remain stock as it came from the factory.**

A-Arms may be welded down with two 2x3x1/4" plates per a-arm, this for only holding the suspension, cannot be used to strengthen the car.

Any automotive ball joint allowed, no aftermarket ball joints.

Front of the car can be no higher than 22" the bottom of the frame measured at the bumper. The rear of the car can be no lower than 16" to the bottom of the frame measured at the rear body mount.

Rear control arms may be changed but must be stock **NO SHORTING, 100% stock**

You may use 2 twist in spring spacers per side(store bought, no homemade)

You may use a single strand #9 wire to hold coil spring to rear end and leaf spring cars may use 4 single strands #9 wire as leaf clamps. You may run one spot of #9 wire four loops, eight strands center twist vertical from the rear end to frame rail, cannot go through sheet metal or body.

DRIVETRAIN

ANY drivetrain & transmission (manuals allowed, no aftermarket bellhousings, OEM only) allowed. You may swap engines, i.e. Chevy in a Ford. Engine must be mounted within 6" of the original engine. No tranny protectors. Transmission coolers allowed. Must be mounted inside 4 point cage area or must be tight to cage if mounted to the back bar.

Floor shifters, headers, aftermarket gas pedals and brake pedals allowed. Can be bolted with four 5/8" bolts max through the floorboard or may be welded to the floor with four 3" single pass welds, they may not be bolted or welded to the frame or firewall. Clarification: none may strengthen car. **Clutch pedal may be mounted to dash bar only.** Aftermarket solid steering columns with universal joints allowed. **03 and newer cars or cars with rack and pinion steering, you cannot swap out or adapt a steering box, you will use the factory rack and pinion.**

Only the lower stock engine mounts may be welded to cradle only. You may use two 1/2" thick 6x6 spacers to raise engine. If you need more than 1/2" to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of cradle but nothing excessive, 1/2" flat plate only(example SBC in Caddy, Mopar).

03 and Newer cars; Factory aluminum engine cradles in 2003 and newer cars may **NOT** be changed. No homemade cradles. Engine can be mounted in one of two ways,

1. Gray area style cradles allowed, the only mounting points allowed are the factory engine mounts and the two rack and pinion mounting studs. Should only be on the top and front of the cradle, anything beyond that, you will cut off.
2. You may fabricate a 6"x6" mounting pad per side to attach your stock mounts to, must stay within a 6x6 area on the aluminum only and cannot be tied together, you may bolt through the aluminum.

No matter what way you choose to mount your engine, the mounting system cannot go over or under frame rails, cannot touch frame rails or suspension components, cannot be welded or bolted to frame rails or suspension components and must have a 1/2" between it and the frame in any direction.

Lower engine cradles allowed 1/2" max. Cradle cannot be no higher nor longer than the middle of the block (where factory mounts would bolt to the block). No pulley protectors. If you are using a lower cradle you may use aftermarket lower mounts, they cannot be solid and must have rubber or nylon bushings in them. If you run an LS, you may use conversion brackets to accept an old style rubber frame mount.

You may have 2-5/16 chains, one per side attached from block or headers to engine frame mount not to frame or cradle nothing excessive only for safety. No chains will have links welded or welded between upper and lower mounts.

Transmission stock mounting only, stock cross members only. No welding cross members in, bolt only. You may use 2"x3"x 6"1/4 angle welded to the frame rail only, not to gussets or other mounts to relocate the cross member, if you choose this method the factory cross member mounts will be removed completely off the frame, two 1/2" bolts max one per end of cross member will be used to bolt cross member to the angle.
If you abuse this, you will cut.

Rear end swaps allowed, no floater type rear ends, no bracing, no welding, no re-enforcement. Max axle size 31 spline 5 lug only. Aftermarket axles allowed no more than 31 spline. You can change mount tabs to retro fit rear ends, Only welding is to mount tabs and mounts to retro fit another rear end I.E. a ford 9" in a GM, no reinforcing and it's at the judge's discretion on this, if it is too much you will be loaded. No rear ends with axles bigger than a 31 spline will allowed to run this includes floater type rear ends. You may weld rear end gears.

Pinion brakes allowed, mounts for pinion brakes will be a bolt on style that bolts to the center section, they cannot be welded on. The mount will not be bolted, welded or attached in any way to the axle tubes nor can it enhance the strength of the rear end.

Slip shaft/ slider driveshaft allowed, If you run the stock driveshaft or your slider shaft does not bolt to flanges on both ends you are required to run a driveshaft loop that is mounted approx 6" from the back of the transmission, it can be constructed of chain or metal strap that can be bolted to sheet metal only and not strengthen the car.

DRIVERS COMPARTMENT

4 point square cage only, max 60 inch side bars four inches away from wheel tubs, 6 inch max material size. Must be mounted horizontally and 6 inches off the floor. Dash bar must be four inches from the firewall. You may put one down bar per side centered on drivers and passenger doors may be welded from side bar to floor sheet metal only. Gussets only in interior of 4 point cage. Drivers door must be padded. Halo bar allowed, attached to the back seat bar or sidebars, not to floor. You may attach your halo bar to the roof with two 1/2" bolts, four 1/2" washers and two 1/2" nuts through the roof. Gas tank protectors allowed, will remain 4" from the floor and rear firewall/package tray, they will be no more than 36" wide and no higher than the speaker deck.

Nothing may be mounted in a way that strengthens the car.

Battery must be moved and secured. **Battery will be centered in the passenger front floor and covered**, battery mount can be bolted with four 5/8" bolts or welded with four 3" single pass welds to the floorboard sheet metal only, no mounting to frame or firewall.

All factory gas tanks will be removed.

There must be a fuel cutoff switch in drivers compartment that is visibly marked if you are using a electric fuel pump.

BUMPERS

Homemade pointy bumpers, the point will not be more than 14" measured from the mounting surface I.E. the back of the bumper to the tip and will be a minimum 32" wide at the base of the point, do not push this you will cut a bumper or not run. BUMPERS are interchangeable for all cars. Bumpers can be a stock/replacement, loaded or not loaded and homemade bumpers. You are allowed to re-enforce inside of bumper, you may weld the outer shell to the inner shell. **No homemade bumper brackets allowed.**

You may mount your bumpers in one of two ways;

1. You may weld bumper bracket(in factory location) to frame 4 inches from the back of bumper, single pass only, in addition you may put 4 one inch welds on back side of bumper bracket or to weld shock inside frame (example Crown Vics).
2. You may hardnose

80's and newer

You may shorten up to 1 inch in front of the core support mount. No brackets, shock mounts or shocks in the frame may be used to mount the bumper, bumper will be welded to frame only with one single pass weld no more than 1/2" wide. Measurement will be from the forward edge of the mount at the frame where welded from the factory or forward drilled factory frame hole, not the center of the mounting hole.

Old Iron

You can square off the frame with the inside edge to hardnose. No brackets, shock mounts or shocks may be used to mount the bumper, bumper will be welded to frame only with one single pass weld no more than 1/2" wide. If we feel that you have cut more than what was needed you will not run.

TIRES

Any wheel/tire combo

No outer bead welding or plating. Stay off the area of the rim the tube touches, except to weld your center into the rim.

Wheel weights must be removed.

Valve stem protectors allowed, valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector.

Bead locks must not extend past stock tire bead area, not to exceed 2 inches wide. Only allowed on inner bead, nothing allowed on outside bead. All cars must be able to demonstrate the ability to stop at any time. **If your brakes do not work, you will not compete.**

You may not change tires after inspection, ride height will be measured with your competition tires only.

CHAIN GANG CLASS

This is back to basics class, this class was created to have fun and go back to basics with regards to modern safety. These are basic chain and bang rules. If it says you can not do it then do not do it!!! Do not show up with a over built car and expect to run.

These rules apply to both the chain gang event and the chain gang team event. Additional rules for the team event will outlined separately.

Any 1980 and newer two wheel drive, 4 or 6 cylinder passenger car/mini-van/mini-truck/mid-size SUV or cross over. **No full size cars, vans, trucks or SUV's. No mid size full frame cars. No AWD or 4x4, you must remove the front or rear driveshaft to make it a two wheel drive.**

GENERAL PREPARATION

- All glass, plastic and pot metal must be removed.
- Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - door handles, mirrors, chrome, moldings, screws, fiberglass, etc. This includes plastic bumpers and plastic bumper covers.
- No added weight to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seat must be securely bolted to the floor, however, these bolts may NOT go thru the frame! You must have a functioning seat belt.
- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- Coolant must be drained and water added to radiator.
- DO NOT paint anywhere on suspension or frame, we will not even inspect your car.
- **You must have a functioning seat belt**
- **Must have working brakes, they will be checked**

Batteries must be moved and secured on the passenger side floor and covered.

Must run factory gas and brake pedals, factory steering column and shifter

Headers and stock exhaust through the hood allowed, must point straight up, no exhaust may pass through the passenger compartment

Air bags must be removed.

Engine and transmission must be stock to make and model, no swaps, GM to GM, Ford to Ford etc. Factory engine mounts only, no solid or homemade mounts.

Rear ends must be stock, no swapping of rear ends or gear changes.

No tractor, skid steer, fork lift tires etc, Must use DOT approved tires for the highway, if your tire is questionable please call and ask. You may use tubes in the tires. No tire inside of a tire, this includes putting a cut sidewall on the outside for protection. Wheel weights must be removed.

No body creasing, folding or bending.

No suspension modifications period. Air lift and air shocks must be deflated.

No trailer hitches, special lifts, blocks, shackles.

Electronics, solenoid, voltage regulator and computer electronics may be relocated provided they remain forward of fire wall and under the hood.

Fuel tanks ahead of the rear axle may remain in stock location, fuel tanks behind the rear axle must be moved inside, secured and covered. Aftermarket fuel tank or fuel cell allowed, but must be constructed of metal or be in a metal case.

Mini-trucks your fuel tanks must be moved to the bed up against the back of the cab and be secured and be covered to prevent fuel splash. SUV'S your fuel tank must be moved inside and secured where the back seat used to be and covered to prevent fuel splash.

All vehicle's competing in this class will have no more than 6 gallons of fuel in their tanks, If you have electric fuel pump you will need a cut off switch that is clearly marked within reach of the driver.

A interior cage is recommended, if you choose to build a cage it can be a 4 point square cage only, max 60 inch side bars 6 inch max, Must be mounted horizontally and 6 inches off the floor, one down bar on drivers door, centered on the drivers door, can only be welded from side bar to floor sheet metal only. If you choose not to build a cage, you may run one single bar 6 inches max diameter between B pillars for seat support. Halo bar allowed, can only be attached to rear seat bar, uprights will be 90 degrees to the rear seat bar and bar across roof weld to uprights only. Halo cannot be used in a way to strengthen or alter the way the car bends, if it is mounted in such a way that it appears it will, you will cut it off.

Hood and trunk must open for inspection, must be 12X12 hole in hood. Attach hood and trunk, this includes tail gates also, in 6 places with 2 strands of #9 wire or 1/4" chain.

Doors you can use 2 strands of #9 wire or one 1/4" chain to chain or wire each door in 6 spots. **Your doors must be secured before coming through tech.** Windshield must have 2 spots of #9 wire or 1/4" chain.

BUMPERS

The rules below only apply to the **front bumpers**, rear bumpers cannot be changed, altered or welded on. If rear bumper is plastic it must be removed, if it is metal you can remove it or if you choose to leave it on, it will be mounted as it came from the factory. Do not do more than what you are allowed, you will be loaded.

You may use the factory metal front bumper or you may replace it with one of these two options

1. A unaltered 1980 or newer steel automotive bumper. You may seam weld the outer chrome shell to the inner shell. Bumper may be no wider than the width of the front tires. **No loaded bumpers.**
2. You may use a piece of 4"x4" square tube or 2"x6" rectangle tube with a 1/8" maximum wall thickness. Bumper may be no wider than the width of the front tires.

Bumper Mounting

Vehicles with a crush box

Crush boxes can be cut, there must be 2" of frame in front of the core support, this will be measure from the front of the core support.

Vehicles without crush boxes

Your frames will remain as it came from the factory

You may mount the bumper using one of three methods:

1. You may leave the bumper as it came from the factory(if it is a metal bumper)
2. You may use two pieces of 3"x8"x1/4" flat strap, one per rail bent in a "L" shape and welded to the bumper and frame. No more than four inches of bracket on the bumper and can go back no further than four inches on the frame, this includes your welds. Brackets will be on the outside of the frame. Back of bumper cannot be welded to the frame.
3. You may use two pieces of 3"x3" square tube 1/8" maximum wall thickness, four inches long welded to the bumper to be inserted into the frame rail and bolted. You may use one 1/2" bolt, two store bought 1/2" washers and one 1/2" nut per rail. Bolt only through side to side of rail, not through the top to bottom. Bolts must be forward of the core support and cannot go through the core support in any way. You may be asked to remove your bolts so we can scope if we feel that it's been cheated.

Chain Gang Team Event

Chain gang teams will be a three car team. Cars will be built to the same rules above for the chain gang class. One person will be designated as the team captain, the team captain will be responsible for the team registration.

All three cars on a team will paint their cars in a two color paint scheme and must match, this is how will judge the teams, in addition each car will have a number. If your car survives the team event you can also compete in the regular chain gang event.

This is a team event, team driving is allowed.